The Marker Lamp

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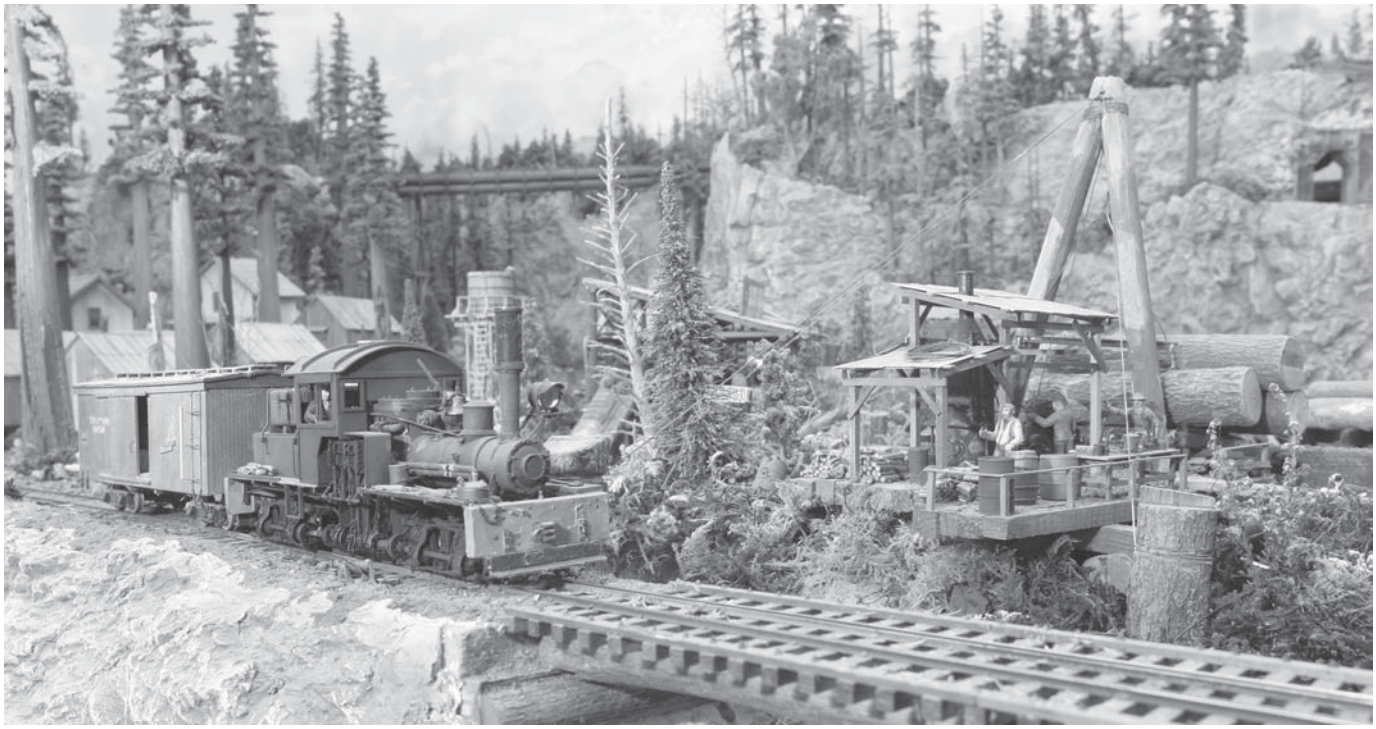

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The Marker Lamp

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National Model
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Volume 52, Number 1

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The editorial policy of **The Marker Lamp**, the official publication of **The Lone Star Region**, shall be to contribute, wherever possible, to the promotion, growth and understanding of the hobby of Model Railroading, within the confines of good taste and responsibility.

The Marker Lamp is published once each quarter by and for the members of **The Lone Star Region** of **The National Model Railroad Association**.

Articles appearing in **The Marker Lamp** are the opinions of the authors and do not necessarily reflect the position or policies of the officers or membership of **The Lone Star Region** or **The National Model Railroad Association**.

Address all correspondence, news, photos and drawings to the editor. All material will be gladly accepted and will be used depending on the availability of space and suitability of material. None will be returned unless a stamped, self-addressed envelope is provided.

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President's Message

by Jerry Schoenberg, MMR

The sights and sounds of the LSR, recently witnessed, have motivated me to share them with you. Besides, this is a great way to wish you all a Happy New Year along with good health and good fun within our hobby.

It is fitting to start my recent sights with a picture I received from Jim and Mary Norwood. Dressed as elves, they were giving out presents from the annual Christmas Train. Stan and Karen Pirzchalski had their annual charitable train open house and showed slides of their model railroading trip to Mexico, to a Division 1 meeting. Bob Bray is planning to use some of his retirement time with an "Old Codger" operating group, and Jim Howard stated that he planned on being a DCC expert in '06.

Dear to my heart is the effort Tom Browning is making to kick-off the LSR Youth Program. He is coming up with lots of ideas and hopes to get the help of the Division Directors. Duane Richardson asked if he could replace the President's message on the home page of our website with information on the LSR Youth Scholarship. Easy decision! Duane invited me to give a clinic on freight cars at his Division 3 meeting which was lot of fun.

Doyle Bond came over from San Antonio to the Fort Worth train show. He managed to enlist some sign-ups for the June 1st Convention. Loren Neufeld is working on memorial car decals for the convention. David Davis will have an open house in conjunction with the Plano Show for the first time. His abilities will be a treat for all.

Phil Chamberlain has passed on Rail Op to a new owner and now wants to operate using his creation. Richard Day, long time Dallas model railroader, has graduated to the "big boys". He recently purchased a T&P NW2 switcher so he can be an engineer at the Live Steam events. Elbert Smith has his layout operating and provides great dedication to the LSR as Secretary/Treasurer. Recently, Jerry Hoverson was pleased to get an invitation to operating sessions in Kansas, and Jack Green, Division 2 Director, is organizing "Louisiana Rail Run" to be held in April.

Don Bozman and Peter Bryan invited me to visit the World's Greatest Hobby show in Division 8. The show appeared to be a great success with manufacturers being a neat addition. While attending the NMRA/LSR/Division 8 table, I was amazed at the questions I received from very young children. I truly believe that we will experience a membership up-cycle in the future. The percentage of children was very high at this show, and it is obvious that the greatest thing ever conceived for the hobby is "Thomas the Tank". Bob Alston of Division 4 was there and shared ideas he had for the Austin 2007 Convention. Don Kimmell was working at the ARK-LA-TEX layout and said he had gathered some information for this Marker Lamp edition. Dick Schneider was there from south Louisiana and was looking for ideas to add to his railroad.

Don Bozman is chairing an "advanced" effort to prepare for the 2008 Convention in Houston and stated that the San Jac Club's membership was now all NMRA members. I'm sure you can see from the sights and sounds above that model railroading is alive and well in the LSR.

The Lone Star Region Chairs, Directors, and Officers will meet in San Antonio in January. The meeting will address the LSR objectives including youth memberships, next and future conventions, and communications with membership. I hope you all have marked June 1, 2006, on your calendar. ***Tracks to the Alamo*** promises to be a fantastic convention.

View from the Spar Pole

By Chuck Lind, MMR

The rush of the holiday is over. The Christmas decorations have been packed up and put back into the attic for another year. After 20+ years of service running circles under the Christmas tree my G Scale train decided to stop running so it has headed to the roundhouse for some rebuilding. With the news from my son and his wife that they have a baby boy due in April looks like I will be shopping for another train set.

I worked on building trains and working on the layout over the Christmas break from A&M. DCC working very well (still hate wiring) with only a couple of problem areas. Have sound in about 8 locomotives so starting to get a little noisy in the train room, but a sound I enjoy, also makes it much easier to follow the trains progress when I am breaking in a locomotive. While I am no longer entering the Lone Star Region contest doesn't mean I have stopped building. If anything it seems I am building more. With all the items Bachmann is offering in On30 that I can convert to On3, kitbashing is alive and well. Without a June 1st deadline to motivate me I am working for the fun of building and getting some items ready to take to the Narrow Gauge convention in Durango this August.

Since I have taken over as the contest chairman San Antonio will be my first convention to work as the chairman. For the most part the contest will be just like in the past *except* for the contest form. At the last board meeting it was decided to go to the NMRA points system for judging so please destroy those old forms and go to the NMRA web site or the LSR web site and download new forms. You will note that the points have changed in some of the areas. As we have done for the past couple of years entries will be received from the start of the convention until Friday at 5PM. The entry must be your work and you must be registered for the convention in order to enter a model, you cannot enter a model for someone else unless they are registered also. No entries will be received after that time since judging will start on Friday evening. If you are interested in judging please contact me at the convention and I will find a spot for you. Working the contest room as a judge is a sure way to improve your modeling skills; you can ask many of the judges that have helped over the years. If you have never judged before don't let that stop you from helping, we will pair you up with an experienced judge.

Now it's back to the workbench and more models to build.

Elf Stories-Part Tree

By Don Kimmell

Another year, another train ride, same compartment, still wearing green, two minute showers, and the list goes on. Yes, I was an Elf again this year-2005- on the Kansas City Southern's Holiday Express. Yes, I did play with trains, both the scale model type and the one-to-one type, and loved every minute of it!

As most of you know I am one of the volunteers who have constructed two "O" scale layouts, in a 70' reindeer stable (boxcar) for the KCS's annual Holiday Express Christmas Train. After three years one would have thought we had enough "stuff" on the two layouts (one is "the green one", the other one "the white one") to satisfy the management, but no, "…I got you a few more things…" It included a coaling tower, a mine, a soda stand, 3 or 4 houses, multiple yard buildings, a couple dozen cars and trucks, and enough people to elect a new government in New Orleans! And this was in July-to be done by Thanksgiving!! Oh, the work, to have someone buy you stuff, you have to put-together, paint, weather and so on…life is tough! Also, "…could you add a few more lights?"—like 3 or 4, DOZEN!! So here we are adding the necessary items, just as Santa (Management) requested, in August/ September's "mild" climate, in a reindeer stable without any AC!!, at least we didn't have to clean up after the "normal" occupants!!

We did manage to accomplish all required tasks—Santa is a stern task –maker! It did require us to add a couple of more bus lines, more power strips, drill countless holes, massive urban renewal and we did manage to preserve the "rain forest", wait a minute, we don't have one!, well we saved it anyway! And installed a new airplane, with working propeller, got the Trolley to run right (which is a story in itself!), fixed the ski lift, and countless other "small jobs". Of course we finished the last job the Wednesday prior to Thanksgiving; off we go on another adventure on the rails!

I received a call, on Turkey Day, no less, from Mr. W.D. "the Whip" Caileff, that there were a "few" more small jobs to be accomplish…take the trains out, do a "test run", unload the elf suits, make sure the Man-in-Reds stuff is ready, and "…oh yea, maybe stuff a few bags…." Another trip to Deramus yard! Well, we had plenty of help, in one and a half hours, 8 of us stuffed almost 2,000 bags, this year we added something new-fresh fruit! It seems Santa was feeling a bit guilty about all the sweets, so despite a plea from the ADA, we added something good for you, apples and oranges-have you ever seem 4000+ apples and oranges-in one place, what a pile!

Well, Saturday, November 26th arrived—forecast-wet and cold-, but the show must go on! Promptly at 4:00pm, the Man arrived, to the delight of the crowd. We had about 350 wet and cold bodies in line, and I have never seen so many multi-colored umbrellas in one place. Of course, the "up" Elves didn't get one-we got yellow ponchos to wear over the Green Suit-have you ever tried to put a hood over an elf hat?, Well, let me tell you—it doesn't work too well! Also, to add to the "wetness", you have the runoff from the caboose it self. Needless to say, within 30 minutes, this was one wet Elf!

We were lucky, for the "heavy" rain let up after a bit, then just sort of drizzled off and on, till it came down again, but everyone wanted to see Santa, so it was worth it. By the time the fireworks started at 8:00pm, we had a bit over 1900 visitors, with approximately half being children. Management was happy-he was dry,-Santa was happy-he was dry,-the female Elves were happy-they were dry,-in fact the only wet Elves were those who were the "up" and "down" Elves. I was surprised at how well the fruit was received, it was a hit!

I was off to home, while the rest of the elves were making a journey to the southwestern part of the system, Leesville, DeQuincy, Beaumont, Port Arthur and a first time stop-DeRidder. I was told they would contact me when they came back thru Shreveport on their way east, but expect it to be sometime on Friday 2 December, like 7:00am or so, yea…..and you have a bridge you want to sell me! I have played this game before, like last year, and the year before and the…..Oh well, it is a train ride! Needless to say, I was told to be at the Bossier yards at 3:00am, and by the way, can you pick up another elf…..So I did, the other elf, a Mr. Ronnie Rode, called me the night before, and asked me to call him as I was leaving my house on the way to pick him up, just to make sure he was up! Well, seeing as I was going to leave at 2:30am, that is an awful early time to call anyone, let alone a 6'3", 250 pound Elf. So I did! It was fun! So I got Elf Ronnie, and off we go, expecting to meet the train about 3:30am, yea. Needless to say, they were not on time…everyone and everything else was, but no train. In fact, the "lost" candy bars, that the home office had ordered finally made it to Shreveport, all 40,000. Someone had them shipped to somewhere in Georgia or someplace….So we sat around the yard office, listening to the radio(railroad) for some sign of "KCS 1". Finally they made it about 5:15am-and we still had to load the candy, take on some water, let off a few elves, change crew and a few other things.

So about 6:30am off we go on to Monroe. I settled into my compartment-"B", found some fresh coffee and heard about the 3100+ souls who had visited the night before in DeRidder…the last one was off the train at 10:15pm, can't disappoint anyone, just a very long night for the unpaid help. Next stop-Monroe!

We got there about noon-no pig trains-and tied up in the yard, with enough time to stuff bags before lunch. So off we go to bag away, then a short break for lunch, and back to bagging. Bout 2:30pm we finished about 3,000, and it was coffee break, then do some R&M, and before you know it, time to put the green on. There was already a line at 4:30pm-it seems there were a couple of TV stations that featured us on their noon news show-the last time we were here-03'-we had 2100, so ….Kicked off the show at 5:00pm, and the line was out of sight…at least 500+, and here is your "up Elf" going to town…"do you have your list ready, yes, Santa is here….have you been good?..." We were tight on Elves, so no breaks, but the Salvation Army was handing out coffee, thank you Lord! The line didn't get short till about 9:00pm—less than 100!! Finally the last little one was on to see Santa, and the lights went out. Quitting time! Off to change, have supper, and collapse! We should spend the night in the yards and travel to

Continued on next page

Vicksburg in the morning, or least the was the plan. Yea, right! Just as I was settling into the bunk, thump, crash, clank, it seems that the powers from above decided to move us that night, get out of everyone's way, and rest in the yards in Vicksburg. Off we go!

I don't remember crossing the bridge "…built by the lowest bidder", but awoke at 6:00am in beautiful downtown Vicksburg! Found out the "Feds" were around, so don't get off till we are "blue flagged". Breakfast, day's marching orders, schedule, shower-2 minutes only-and off we go, to stuff bags, it seems we had over 2500 the night before and tonight's crowd will be bigger! Lunch, rest, change and seeing as it is Saturday, the show starts at 4:00pm…and get ready for a wild one. Well it was, it seems they were having their annual Christmas parade, floats, bands, drill teams and anyone else who wanted to take part, sort of a Christmas parade with Mardi Gras thrown in!! Fun, so as soon as the parade was over, instant line...for a couple of more hours...ended about 9:15pm, over 2500 visitors. We were beat! Supper and clank-off we go to Meridian-we will travel at night, again. Made Meridian about sun-up, had to wait for NS to move one of the "Trailer Trains"-for the evacuates, 100+ trailers, twice a day, out of the way, and tied down about 8:00am-just in time for breakfast! They moved the Holiday Express to the station, left us in the yards, so we had to take "crew vans" to go stuff bags, so we did. We could see the Business train across the yards, but couldn't cut across-Dangerous! Wait for van, go eat lunch, then Wills had a treat for us; it seems that the local club wanted us to see their layout! It was huge! Two rooms-50' x 50' each, in the second floor of an old bank building. 95% finished, and they were very worried, it seems the owner of the building was in ill health, and they could be homeless soon! A very pleasant way to spend a few hours. Then van back to the train, change clothes, last cup of coffee, and get back. The crowd was already there-500+-despite it being a Sunday night-big church night "…you are in the buckle of the Bible Belt, so don't expect a big crowd...", yea, and that person is back selling bridges again! It seems that the various churches just loaded the vans up and came on down to see Santa! We had over 2500 visitors in a four and a half period, and everyone had a great time, saw Amtrak come thru-5 hours late-which is somewhat usual for the "Crescent", we were told. Van back to "home", have dinner and rest. I decided to watch, from the end platform, the yard crew put us back together, you know railfan some. Well, it seems that the yard crew on duty had never dealt with a "passenger" train before and didn't know where the hand break was on the New Orleans. So I got to show them, plus how to set it, release it and so forth…interesting way to end the evening! On to High Oaks Yard in beautiful Pearl (Jackson) Mississippi. Another night trip.

I don't know what time we arrived, woke up at 6:00am to the crash of a couple loaded woodchip hoppers, just outside my window! Fun. Another day on the railroad. Breakfast, shower, stuff bags, clean and get out the "warm" clothes-forecast for tonight is 25 or less. Are we having fun yet? It had been 2 years since we were last at Jackson, and they were ready for us-two TV stations did "live at five" broadcasts, and we were in a very high visibility area-right next to a road, across from the company office-they can park in the lot-only problem was the lot only held about 50 or so cars…to say we created a major traffic jam is an understatement, we ended up with 3 or 4 local officers directing traffic, plus two or three county Mounties, a couple of fire crews, a paramedic unit, and a whole slew of railroad police-it was wild! That night we had over 1900 visitors in 4 hours, in the cold! Anything to see Santa! Then the lights went out, and it was time to have dinner and relax, for this was my last night on this years "Holiday Express".

We left Jackson shortly after supper, made it thru the "interlocking", and headed our way west and home. It only took us till 3:00pm the next day to make Shreveport; it seems that since we had an "off" day, they were in no hurry to get us back. We spent an hour on this siding, and hour on that one, etc….long day! Did received some good news, it seems that the Man-in-Red has allowed us to organize—Secret Association of Non-Tiny Assistants: SANTA. Course now we have to get recognized, etc…..

This year the Kansas City Southern's Holiday Express visited 22 cities over 23 days, donated over $100,000. to the Salvation Army, had over 34,000 visitors, and brought joy to countless. I was a very small part of it, and I would do it again!

New Members

Please take note of the following new NMRA/LSR members. Get them involved in the LSR and in your Division's activities.

Robert Johnson, Flower Mound, TX
Robert Smith, Whitewright, TX
Charles Yarbrough, Irving, TX
Brandon Cleveland, Reagan, TX
Michael Cleveland, Reagan, TX
H. Harold Bryant, Hondo, TX
John Autry, Haughton, LA
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Aaron Poskovsky, Houston, TX
Bradley Sanders, Arlington, TX
Phil Davis, Georgetown, TX
Barbara Dickmann, San Antonio, TX
Michael Dickmann San Antonio, TX

Bob Clarke's beautiful logging layout

Tracks to the Alamo, be there!

By Gary E. Maitland

Members of the host San Antonio Model Railroad Association are rushing headlong to finalize preparations for "Tracks to the Alamo," the 2006 Lone Star Region convention that will be held June 1-4 in San Antonio. Those working on committees have spent hundreds of hours lining up clinics, prototype tours, home layout tours, operating sessions and non-rail activities. Other club members have been working at a break-neck pace to complete the mainline of the San Antonio & Northern Railroad so that visitors can watch trains run on SAMRA's own layout. There's a boxcar load of work remaining to be done in the next four months. There'll be changes and more changes as we inch closer to the start date. But one thing will remain constant – our unwavering dedication to put together the best convention ever held in San Antonio.

We think we are well on our way to accomplishing just that, and invite each of you to make "Tracks to the Alamo" come June 1. And to help you as you are making plans to attend, here's some general information for your consideration:

Doubletree is host hotel

Distinguished by its dramatic Spanish Colonial architecture, the DoubleTree Hotel features a courtyard of enchanting gardens and fountains surrounded by 290 luxurious rooms and suites that open to Spanish tiled walkways and arched columns. The hotel is located one mile from the San Antonio Airport and directly across the street from the famed Northstar Mall. A short drive of 15 minutes or less and visitors can be at Seaworld of Texas, Six Flags Fiesta Texas, The Alamo, the Alamodome and the Riverwalk. There's plenty of free on-site parking, a complimentary 24-hour shuttle to the airport, a poolside fitness room with dry sauna, and an award-winning restaurant featuring Southwestern cuisine. The convention room rate is $99 per night, $109 double occupancy, but reservations must be made by May 12, 2006. The hotel has agreed to extend the $99 rate for two days before the June 1 start date of the convention and two days after the June 4 ending date, providing visitors with a wonderful opportunity to enjoy the LSR convention and still have time to explore all that San Antonio has to offer. To reserve hotel accommodations, call 1-800-222-TREE. To take a virtual tour of the DoubleTree Hotel, make reservations online, get maps and directions, go to www.sanantonioairport.doubletree.com.

Early registration saves money

Remember, the early bird registrants catch a cost break. By signing up before the April 14 cut-off date, LSR members can save $10 per person on the registration fee. And if you make your hotel reservations by May 12, you'll save a bundle. The convention rate of $99 per night if reservations are made early represents a savings of $20 or more per night on your hotel costs.

Two prototype tours planned

Those who enjoy the study of railroads and their related industries should make plans to participate in the two prototype tours scheduled.

Harold Schroeder's Trans Texas Rail Shop offers a fascinating look at a car and engine rebuilding operation. And the tour to Capitol Cement will provide invaluable insight into modeling an operation that still relies heavily upon rail support. Both tours, which are tentatively scheduled to be conducted Saturday, June 3, will be limited to 40 participants. The Extra Fare cost for each of the tours is $15.

Non-rail shopping trips

Non-Rail attendees will be invited to participate in one of two shopping trips. On Friday, June 2, a trip to the San Marcos outlet mall is planned. Then on Saturday, June 3, a short trip to Boerne is planned, where ladies can browse through a host of antique and speciality shops that line the downtown streets of historic Texas city. On both days, carpools will leave San Antonio about 10 a.m. and return about 3 p.m. Lunch is "Dutch treat." Participants will be asked to kick in $2 each to be paid to the drivers to help cover the cost of gasoline.

Convention keepsakes

If you're looking for a cool patch to add to your collection, make sure you purchase one of the official convention patches. The colorful 4-inch patches were designed by guest clinician Mic Greenberg from a suggested design by LSR Division 6 Director Doyle Bond. They will be sold for $5 each. Only 200 of the patches will be available, so conventioneers are urged to place your orders early.

And if you're looking for a commemorative car to add to your personal rolling stock collection, make sure you enroll in Dennis Pierce's decaling clinic. Participants will decal an Accurail 3-bay hopper with the decals of the 2006 convention's official model railroad — Charlie Spangler's Dawcha Southern. Only 32 of these commemorative cars will be made. If you enjoy collecting rolling stock from other roads, don't miss your chance to get this unique hopper.

Get to work on those contest entries

A friendly reminder to get back to work on those contest entries. Our goal is to make Chuck Lind's first year as LSR contest chairman a memorable one by producing a record number of contest entries! Who'll join us in making this happen? We want modelers of all skill levels involved in our contest. In fact, the LSR modeling contest encourages participation by newcomers through the "Novice Best in Show" award; and the "Linda S. Little Award" will recognize the highest scoring entry by a female participant. So don't let your inexperience be an excuse not to enter this year's contest!

Prizes by the dozens

The list of door prizes and raffle items continue to grow by the week, thanks to the thoughtfulness of a model railroad industry manufacturers. Here's a synopsis of what we've received to date: Accurail has donated 12 Despatch 40-foot wood reefers. Tomar Industries has donated a catalog and a variety of detail parts, such as a diesel engine, flag and flagpole, G.E. lift rings, diesel bell, diesel horn, antenna mast, 12-pane windows, 60-foot auto parts door, instrument case, caboose smoke jacks, and 4-pane windows and 2-panel doors. Loy's Toys has donated a CD-Rom DCC Encyclopedia, and one assembled resistor selection box. n Model Railroader magazine has donated a 1-year subscription. Weaver Models has donated a CB&Q 4-bay high side hopper. Xuron Corp. has donated a track cutter. Micro Engineering has donated a 30-foot open deck girder bridge, an N-scale Murphy Manufacturing kit, and a #6 frog, left-hand

Continued page 9

South Texas Division and San Antonio Model Railroad Association

present

"TRACKS TO THE ALAMO"

Lone Star Region convention

June 1-4, 2006

EARLY REGISTRATION ENDS APRIL 14, 2006

Be sure to purchase an official convention patch!

Name:

Address:

City: State: Zip:

E-mail: Telephone:

NMRA #: Expiration Date:

LSR #: Expiration Date:

Name on ID Badge (print clearly):

Spouse/Other attendees:

How to make your Hotel Room Reservations

DoubleTree Hotel

37 Northeast Loop 410 at McCullough exit
San Antonio, Texas 78216
(210) 366-2424, or 1-800-222-TREE

Room rates:
$99
Reservations must be made
by **May 12, 2006**

Take a virtual tour of the DoubleTree Hotel,
make reservations online, get maps and directions at
www.sanantonioairport.doubletree.com

Downtown San Antonio
is a short 20-minute
drive from the hotel.

All conventioneers are responsible for making their own reservations at the hotel. To get the special convention rate, please indicate that you will be attending the NMRA CONVENTION. The room rate is $99 per night single; $109 per night double. If you do not make your reservations by the May 12 cutoff, you will be charged a higher rate.

REGULAR REGISTRATION INCLUDES

Admission to more than 20 clinics, many of which will be presented by Master Model Railroaders.
Access to contest room, where you can view and photograph some of the best model building in the LSR.
Access to the silent auction room and the chance to bid on a variety of model railroading items.
Admission to the Saturday night banquet featuring guest speaker Andy Sperandeo of *Model Railroader*.
Admission to the Sunday breakfast and annual Lone Star Region business meeting.
The chance to see some of San Antonio's best home layouts.

Lone Star Region convention Fee Schedule

Please complete the following form:

REGULAR REGISTRATION	**COST**		**QTY.**	**TOTAL**
Postmarked **before** 4/14/2006	**$69**	x	_____	$ _____
Postmarked **after** 4/14/2006	**$79**	x	_____	$ _____
SPOUSE REGISTRATION	**COST**		**QTY.**	**TOTAL**
Postmarked **before** 4/14/2006	**$69**	x	_____	$ _____
Postmarked **after** 4/14/2006	**$79**	x	_____	$ _____
OTHER FAMILY MEMBERS	**COST**		**QTY.**	**TOTAL**
Minors (6 to 16; does not include meals)	**$15**	x	_____	$ _____
Children under 6 (does not include meals)	**FREE**	x	_____	
OPTIONS	**COST**		**QTY.**	**TOTAL**
Saturday only (does not include banquet)	**$25**	x	_____	$ _____
Banquet only	**$30**	x	_____	$ _____
Banquet and Breakfast	**$45**	x	_____	$ _____
EXTRA FARE	**COST**		**QTY.**	**TOTAL**
Mic Greenberg "Make and Take" clinic	**$35**	x	_____	$ _____
Decaling Clinic (cost includes a 3-bay Accurail hopper and DawCha Southern decals; **limit 32**)	**$15**	x	_____	$ _____
Soldering Clinic (cost includes soldering iron, stand, solder, heat-sinking tool; **limit 25**)	**$20**	x	_____	$ _____
NOTE: Choose just one operations session per day)				
Operations 1 (Thursday -- Austin; deposit)	**$10**	x	_____	$ _____
Specify David Barrow (limit of 5) or Chuck Ellis (limit of 5)				
Operations 2 (Thursday -- Local)	**$10**	x	_____	$ _____
Operations 3 (Friday -- Local)	**$10**	x	_____	$ _____
Check Web site for list of local layouts open for operations.				
Deposit is refunded after operating session is completed.				
Prototype Tour #1 (Trans Texas Rail Shop)	**$15**	x	_____	$ _____
Prototype Tour #2 (Capitol Cement)	**$15**	x	_____	$ _____
Make a Corsage (Non-Rail clinic)	**$5**	x	_____	$ _____
Official Convention Patch	**$5**	x	_____	$ _____
Official Convention Decals (per sheet)	**$4**	x	_____	$ _____

There will be an additional charge of $51 for non-NMRA members, and surcharge of **$25** (primary registrant only) for those not staying at their own home or the convention hotel.

Make checks payable to Lone Star Region **TOTAL** $ _____

MAIL Registration forms to:

Don Scott, Registrar
22016 Senna Hills Drive
Garden Ridge, Texas 78266

For information or questions, email **Don Scott at katydon@satx.rr.com**

HO-scale turnout. Northeastern Scale Lumber has donated five packs of various size HO-scale lumber, some 1/16-inch clapboard siding and 1/16-inch corrugated siding material. N-scale Architect has donated a $50 gift certificate. Intermountain Railway Co. has donated a 60-foot PS-1 GM&O Boxcar, a BN ACF 3-bay hopper, a Supreme Beef R-40-23 refrigerated car, and an 8,000-gallon ACF Type 27 riveted tank car.

Our thanks to all these manufacturers for supporting the convention.

Keep in touch with convention news

Keeping abreast of the latest developments in this year's convention is as easy as the click of a mouse. Just go to the official convention Web site at www.samrarail.org/LSR for downloadable registration forms, stories and photos, and information on the host hotel. Bookmark the page and return to it frequently as an easy means of keeping tabs on the new developments. If you are not currently receiving our weekly convention briefs e-mail, but would like to, send me, General Chair Gary E. Maitland, an e-mail at gem21@sbcglobal.net and I will put your name on the e-mail address list.

Let's ride the "Tracks to the Alamo" together.

Clinics

The early list of clinicians for the "Tracks to the Alamo" convention June 1-4 in San Antonio is impressive and dotted with the familiar names of some of the Lone Star Region's Master Model Railroaders. Clinics Chair Al Boos is hard at work putting together a lineup of topics that will make choices difficult for convention attendees. Still pending are possible clinics by Steve Sandifer, Ken Ehlers, Mike Spoor, John Lowrance and Jim Baron.

The list of clinicians lined up thusfar include:

Ray George "Katy's San Antonio Division"

Ray George's clinic on the Missouri-Kansas-Texas Railroad's San Antonio Division will include 35mm slides from his collection and a general discussion of the history of the Katy after 1900. Where possible, specific information and slides concerning the Katy's San Antonio Division will be shown and discussed. The evolution of Katy's passenger service (1901-65) will be covered in some detail, including a brief history of Katy's executive business cars. Freight operations on the M-K-T's South Texas District (1945-88) will be discussed, as well as the evolution of M-K-T motive power from steam to the last phase of the diesel era. George has authored two books – "Katy Power," with Joe Collias in 1986, and "Missouri-Kansas-Texas Lines – In Color" in 1992. He has been involved in the Katy Historical Society since 1978, having served as vice president, editor of the society's quarterly bulletin, "The Katy Flyer," assistant editor, and presently membership chairman, Grab a front-row seat for this one.

Tracy Mitchell "Urban Archaeology"

Through slides, clinician Tracy Mitchell will give a clinic on a little known facet of the hobby – "Urban Archaeology." Tracy will define and show the skills that it takes to become an urban archaeologist, as well as how to apply those skills to model building. He will also show some unusual details that can be added easily to your models to make them extraordinary. Tracy is a well-known fixture at LSR conventions. If you don't see him in the contest room helping with the judging, then he will most likely be giving a clinic.

Tracy is a true rubber gauger having modeled in HO, S and O in both standard gauge and narrow gauge. He has won numerous awards in the contest room. He is one half of the brother modeling team known as TNT. Tracy also writes the modeling column "Mastering Modeling" found in each issue of the Marker Lamp. This should be a dynamite clinic!

Paul & Duane Richardson "The Details Make the Difference"

You can build a kit and place it on the layout, but what gives it that finishing touch? Details! Even the most expensive kit will not look right unless you also model the things that go around it. A house isn't just a house. It's gas meters, electric meters, phone boxes, clotheslines, wood piles, tire swings, dog houses and so on. A factory isn't just a building where something is brought in and shipped out by rail. It's a place where people work. It's a place where things get spilled, machinery gets broken, scrap of some sort is created and all of these things will affect how the building and the surrounding area looks.

In this clinic, the father-son team of Paul and Duane Richardson will talk about and show you how a few moments of planning and a little extra work will take your layout from plain to realistic. Paul and Duane are strong proponents of the NMRA Achievement Program. Paul is the current Division 3 Achievement Program chairman. Duane is the current Division 3 director and actively promotes the hobby within his division. Paul and Duane model in HOn3 and both are building layouts of the freelanced Purgatory & Devil River Railroad in their respective homes. Paul models the northern division named the Purgatory Division while Duane is building the southern division named the El Lobo Division. If it's true the devil's in the details, you will not want to miss this clinic.

Harold Bryant"Improve Your Soldering"
Extra Fare: Cost $15 - Limited to 25 participants

SAMRA's Harold Bryant will lead a hands-on clinic on proper soldering techniques. This clinic was one of the most talked about offerings during the 2002 convention. So if you would like to improve your soldering skills, don't miss this Extra Fare clinic. It will be limited to the first 25 participants. Cost is $15 per person, which is a bargain considering you walk out of the clinic room better informed and the owner of a new soldering iron complete with stand, solder and a heat-sink tool.

Dennis Pierce "The Lost Art of Decaling"
Extra Fare: Cost $15 - Limited to 32 participants

In today's world of computer-aided graphics, model railroaders seldom have the chance to apply their own decals to rolling stock. SAMRA's Dennis Pierce will lead a pair of hands-on clinics to teach proper decaling techniques. Each of the two clinics will be limited to 16 participants. As a bonus, the 32 participants get to take home their very own HO-scale hopper decorated for the convention's official railroad – the DawCha Southern of Charlie Spangler. For $15 you get a prepainted Accurail 3-bay hopper, a sheet of decals, and you'll take home one of just 32 commemorative cars that will become a true collectors' item.

Brian Block "Painting O-scale Figures"
Brian Block will detail his techniques for painting O-scale figures. Block, whose O-scale modeling work has been featured in the "Narrow Gauge and Shortline Gazette," is no stranger to the LSR contest room. During the 2004 convention in Houston, Brian's O-scale sawmill diorama won the coveted Bob Clarke Award and first in the Displays category.

Mic Greenberg "Make and Take: 5-Post Shed"
Extra Fare: Cost is $35 - Limited to 20 participants

Former "Narrow Gauge and Shortline Gazette" author Mic Greenberg will lead this special hands-on "Make and Take" clinic designed after the NMRA's successful "Modeling With the Masters" program. This Extra Fare clinic will cost $35 and be limited to the first 20 participants. Cost includes materials and instructions for building an O-scale version of one of Greenberg's extraordinary 5-post sheds. Participants will learn weathering techniques for wood and tarpaper from a modeler who has earned a reputation as a master of weathering for his realistic portrayals of Mother Nature's effects on exposed metal and wood. Don't hesitate any longer to sign up for this one as the class is almost filled up!

Andy Sperandeo Executive Editor, Model Railroader"
Guest speaker for June 3 banquet

Model Railroader Executive Editor Andy Sperandeo, a 26-year veteran of the modeling press industry, will be the guest speaker for the 2006 LSR convention banquet to be held Saturday night, June 3, in the Tamayo Ballroom, Salon III, of the host Doubletree Hotel. Sperandeo is a noted expert on the Atchison, Topeka and Santa Fe Railroad. We're still hoping we can convince him to put on a clinic as well.

NON-RAIL CLINICS

"Make a Snowman"

Participants will learn how to make a snowman out of Styrofoam balls covered in polar fleece. Snowman has a knit sweather with buttons, scarf and stocking hat, Fimo "coal" eyes, orange "carrot" nose and twig arms.

"Make a Birdhouse"

Participants will assemble a weathered cedar wood birdhouse and decorate it with toll painting and stencils of their own design. All the wood parts needed for the project will be supplied.

"Make a Tote Bag"

Participants will decorate a tote bag with button center cloth yo-yos and green cloth leaves.

"Make a Corsage"
Extra Fare: $5

Participants will learn the techniques of making a corsage using silk flowers. Each corsage will be different. Extra fare cost is $5.

Operating Sessions

More than 40 Lone Star Region members who enjoy operations will have their choice of at least six layouts to choose from during the 2006 convention in San Antonio. Operating Sessions Chair Paul Steves said those wishing to participate in operating sessions will pay a $10 fee for each session they sign up for. Participants will receive a ticket that will be punched when they show up for the session. They will be reimbursed the $10 when they return to the LSR registration table at the hotel. To keep abreast of the planned operating sessions, check the official convention Web site at www.samrarail.org/LSR. Steves has lined up sessions on a solid group of model railroads including:

A trip to the capital city
Chuck Ellis (HO)

A trip down U.S. 35 to Austin on the opening night of the 2006 LSR convention could provide a special treat to attendees who enjoy the operations side of model railroading. Steves is working with well-known Austin modeler Chuck Ellis to try to put together an evening of operations in the capital city. Five (5) lucky modelers will get to participate in an operating session on Ellis' HO-scale layout. Those signing up for the roadtrip would carpool to Austin. Preliminary plans call for attendees to leave from the Doubletree Hotel lobby at 5:30 p.m. Thursday, June 1.

San Antonio & Northern (HO)
San Antonio Model Railroad Association

Members of the host San Antonio Model Railroad Association are working furiously to get SAMRA's club layout ready for an operating session for 10 individuals on Friday, June 2. Starting time for that session at the Bob Clarke Rail Heritage Museum, located a short drive from the hotel at 717 Narrow Pass in Live Oak, would be 7 p.m. The 80-foot by 40-foot HO-scale San Antonio & Northern railroad is in its third year of construction with much benchwork, track and scenery having been added since it was first previewed at the 2002 LSR convention. The SA&N features a 1,000-foot mainline run and three (3) multilevel staging areas.

San Antonio & Pacific (HO)
Flash Blackman

Construction on Flash Blackman's San Antonio & Pacific layout began in 1998 and is about 75 percent complete. It is in a relatively controlled environment in Blackman's basement and has 226 turnouts and 1,200 feet (370 meters) of track. It represents a model of the Southern Pacific in San Antonio around 1970-85 and is simply a large industrial switching layout. Blackman will host operating sessions for three (3) individuals each night on Thursday, June 1, and Friday, June 2, beginning at 7 p.m. When trains leave staging, they immediately enter Kirby or Westside (San Antonio) and travel to East Yard to be sorted. East Yard is the focal point of the layout for switching and sorting cars for later delivery to the various industries in San Antonio. After switching duties are complete, trains are made up for a return to Houston or El Paso staging. The "Ship It!" computer program generates switchlists for switching operations on the layout. There are about 350 cars on the layout and 275 cars are moved each operating session. Trains are run sequentially as extras because this allows Blackman to operate the layout alone and to stop at any time without losing continuity of the operation. There are no passenger trains or point-to-point operations. Blackman uses a DC, cab control power system with Aristo-Craft throttles. Turnouts are manual and uncoupling is done using hand picks. The staging yards are in the back of the layout. They serve as dual staging in that they represent both Houston and El Paso.

Southern Pacific's Dalsa Cutoff (HO)
Joe and Sharon Mainz

The layout of Joe and Sharon Mainz is a freelance HO scale representation of the Southern Pacific's Dalsa Cutoff between Hearne and Flatonia, Texas. This was part of the

Southern Pacific's Austin Sub during the 1970s, the time period the layout represents. The layout itself is in a separate 12-foot x 24-foot building with the trackwork and scenery basically done. The layout is a lineal type with staging yards located offsite. The Mainzes will host a single operating session for two (2) individuals on Thursday night, June 2. Motive power reflects the 1970s and consists of GP-9s and GP35s, using conventional DC control system. Operations currently use a waybill card system to run the trains and do setouts and pickups. Operating sessions normally consist of a local turn from Hearne to Flatonia, Texas. There are several locations for switching opportunities along the trip. At the Flatonia yard, there are additional locations for switching the local industries. This is also the interchange point where traffic goes off the layout to the offsite locations. Most of the structures are scratchbuilt and others are kit bashed. Some of the structures are found in this specific area, while others were found in other parts of Texas and some other states.

South Texas & Gulf (HO)
Raymond Phillips

The South Texas and Gulf (SoT&G) model railroad is a HO-scale railroad set in the present day. The road is housed in a 1,800 square foot room with long mainline runs, two major cites, three yards and much more. Control is DCC by Digitrax. The railroad is under construction, with areas complete and others in the planning stages. Phillips will host operating sessions for five (5) individuals each night on Thursday, June 1, and Friday, June 2, beginning at 7 p.m.

Mogollion & Southwestern Railroad (HO)
Tom Crosthwait

Tom Crosthwait's HO-scale layout features post World War II railroading in Arizona from Flagstaff to Globe that interchanges with the Southern Pacific at Globe. Spectacular mountains with scratchbuilt bridges, painted backdrops, valance lighting and many scratchbuilt structures are the perfect framework for this operations oriented, multilevel railroad that features DCC control and Rail Ops operating system. Crosthwait will host operating sessions for four (4) individuals each night on Thursday, June 1, and Friday, June 2.

Home Layout Tours

Lone Star Region members who enjoy visiting home layouts will have the opportunity during the 2006 convention in San Antonio to see some majestic mountain vistas, some Texas-sized Hill Country scenery, some enchanting renditions of the arid Southwest, and modeling based upon some familiar area prototypes. Chairman John Lowrance is putting together a home layout tour that will provide convention attendees a look at the best model railroads in south-central Texas.

Topping the home tour layouts list is the layout of the late Bob Clarke Jr. The Clarke family has graciously agreed to open the layout for viewing for one day only – Friday, June 2, from 1 to 5 p.m. This could be the final opportunity for LSR members to see one of the best model logging railroads ever built. The host organization for the 2006 convention, the San Antonio Model Railroad Association (SAMRA) named its club facility at 7702 Narrow Pass in Live Oak the Bob Clarke Rail Heritage Museum in honor of Clarke.

The tour list includes railroads in all the major scales – G, O, S, HO and N – as well as standard gauge and narrow gauge operations. Home layouts confirmed for the tour to date include:

The Ironhead Timber Company (On3 and HO)

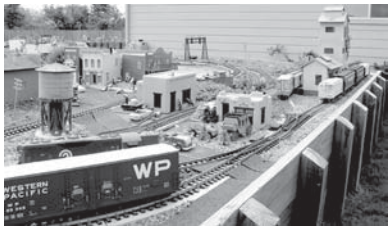
Bob Clarke's On3 Ironhead Timber Company is a steam logging operation of the 1920s and 1930s that features large majestic, snow-covered mountains that tower 7 feet above the mainline of the railroad. The railroad is housed in a 16-foot by 36-foot building whose 12-foot ceilings allowed Clarke to create a realistic mountainous setting for his logging empire. Clarke incorporated some of the structures, locomotives and rolling stock from his previous HO-scale railroad into the Ironhead Timber Company layout. The HO portion of the layout is built 60 inches above and to the rear of the On3 track, creating a breathtaking bit of forced perspective. Don't miss this one!

The San Antonio & Northern Railroad (HO)

This is the club layout for the host San Antonio Model Railroad Association. SAMRA's 80-foot by 40-foot railroad is in its third year of construction with much benchwork, track and scenery having been added since it was first previewed at the 2002 LSR convention. The San Antonio & Northern features a 1,000-foot mainline run through eight (8) scenic Texas Hill Country towns. There are three (3) multilevel staging yards beyond the San Antonio and Forth Worth yards and the Clarke Center connection with the AT&SF. The layout features stencil-painted backdrops, DCC control and many scratchbuilt unique Texas structures housed in Texas-sized Hill Country scenery that will make you feel a part of the scene and ready to do some river tubing and train watching.

Los Gatos Locos Railway (G)
La Cueva & Eldorado Railroad (G)

Jon Lindgren's G-scale garden layout features two connecting railroads – his Los Gatos Locos Railway and his wife's La Cueva & Eldorado Railroad. Tracks were laid inside a 95-feet by 30-feet planter that required eight semitractor loads of topsoil. The 230-foot mainline runs outside a figure eight that has another 215 feet of track. The railroads are interconnected with crossovers. The mainline gradient is 2.5 percent, which requires doubleheading of long trains. Motive power ranges from an early Bachmann 4-6-0 to a modern-day Dash 9. There are 100 naturally weathered cars on the layout. The layout uses "Locolink" radio control for all motive power and turnouts and "Railop" software generates switchlists and manifests for operating sessions.



The Chili Line Railway Company (Sn3)

Convention attendees will have the chance to enjoy a spectacular example of Colorado narrow gauge modeling in Sn3. Steve Amitrano's Chili Line Railway Company is based upon the Denver and Rio Grande Western's famous "Chili Line." The layout is awe-inspiring for more reasons than the

enchanting Southwest scenery. Amitrano is a masterful painter of brass engines and the realism of his locomotives will make you feel like you are standing in the yard at Chama, N.M., photographing the real thing.

Mogollion and Southwestern Railroad (HO)

Tom Crosthwait's HO-scale layout features post World War II railroading in Arizona from Flagstaff to Globe that interchanges with the Southern Pacific at Globe. Spectacular mountains with scratchbuilt bridges, painted backdrops, valance lighting and many scratchbuilt structures are the perfect framework for this operations oriented, multilevel railroad that features DCC control and Rail Ops operating system.

The Santa Fe and San Antonio Railway (N)

Lee Cook's 18-foot by 24-foot N-scale railway is built in modular sections that are compatible with N-Trak. The SFSA is a fictitious feeder line that is similar in operations and covers an area like that of the former Texas & Pacific. The line connects Santa Fe's mailines at Houston and Galveston to AT&SF mainlines near Albuquerque, N.M. You'll see motive power and rolling stock from the Santa Fe, Southern Pacific, Union Pacific and Texas & Pacific traveling through stretches of the Piney Woods in East Texas, the buttes of the Big Bend, and the rocky, arid mountains of New Mexico.

Maple Valley & Western Railroad (HO)
Rock Creek Southern Railroad (HOn3)

Dick Schaefer's 18-foot by 29-foot layout is housed in a five-car heated and air-conditioned garage and features workshops at both ends of the facility. When completed, the layout will feature five levels of operating track – the lower two levels will be standard gauge and dual-gauged and the upper three levels will be narrow gauge. The Maple Valley & Western standard gauge Mountain Division models the Roaring Fork and Frying Pan rivers and the Hagerman Pass regions of Colorado, as they were serviced by the Colorado Midland. The Rock Creek Southern is modeled after the proposed but never completed Crystal River Railroad route from Cardondale south to the city of Marble, then over the mountains through Schofield Pass to Crested Butte and then to Gunnison. The mainline, although not finished, is operational by the use of "Shoo-Flys." All track and switches are handlaid using Codes 100, 83, 70 and 55 rail. Schaefer's layout will be open from 3 to 8 p.m. Thursday and Friday, June 1-2, and from noon to 8 p.m. Sunday, June 4.

Contest Categories

I am looking forward to an outstanding contest in San Antonio this June. To give you the time to build that special model or craft I am listing all the categories in the contest.

Model Contest

Steam Locomotives
Diesel Locomotives
Traction and Other Motive Power
Passenger Cars
Freight Cars
Maintenance of Way
Cabooses
Complete Trains
Off-Line Structure
On-Line Structure
Bridges & Trestles
Displays/Dioramas

Photos

Prototype Black & White
Prototype Color
Prototype 35mm Slide
Model Black & White
Model Color
Model 35mm Slide

Trains on Stamps
Passes

Arts & Craft

Arts & Craft General
Arts & Craft Theme – Missions

Special Awards Model

Participation Award
Best Kit-Built Model
Architectural Award
Tree Award
Bob Clarke Award
Linda S. Little Award
Most Popular Model
Novice Best of Show
Best of Show

Special Awards Arts & Craft

Most Popular Arts & Craft
Arts & Craft Best of Show

If you have questions on entering or the contest categories please contact me before the convention at 979-696-8862. Thanks Chuck Lind

For the Narrow Minded…

By Duane Richardson

Progress has slowed on the El Lobo Division since we've added a new member to the family. Even with all of happenings around our new baby the track gang has been busy this summer as the (Staging) yards at Mears and Sand City are nearing completion. Ballast trains are almost ready to roll. The next step will be judging for the AP.

With track plans in hand I have begun the process of selecting buildings for the next town down the line. Like many of us, I have a backlog of kits just waiting to be built. I also love to scratchbuild and kitbash structures so selecting a building with just the right look and size for the layout is a little easier. One building that may end up in this town is one that I took to the contest for the LSR Convention in Lubbock a few years ago. This building was 'inspired' by a kit. The process behind building that model got me to thinking about this subject some more.

When is a kit just not good enough? How many times have you stood in the train shop looking at the box or looked at a picture of a kit online and thought, "That looks nice but…"? It's happened to me more times than I can count. I'll find a building that really looks great in the photograph but when you open it up the window castings are horrible, beams aren't to scale, siding is too big or too small…the list goes on and on.

With most of the newer kits this really isn't as much of a problem as it used to be. Technology has gotten to a point where the kit manufactures are producing some of the best products the hobby has ever seen. Laser cutting technology has dramatically improved the quality of the kits and most of the old guard kit companies are now starting to offer laser cut parts and kits.

Since most of us in the narrow gauge side of the hobby tend to scratchbuild and kitbash many of the things we need, the bad kits really aren't as big of a problem as it is for the "Shake the Box" crowd. As a case in point, I like the looks of the old Heinz Pickle Factory kit. You've all seen it before. It's been produced by a number of manufactures over the years. It's a small structure but just big enough to require a siding. With the large wooden barrels on the end it could be used for several different types of companies. The problem is quickly noticed when you look at the beams in that kit (Not to mention the windows and door castings). They are way out of scale. The beams on the boiler room end are prime example. When you measure them you get a wooden beam that is about 6 x 8 that should be a 4 x 4.

I have found pictures of this kit on eBay and other places and had saved them on my PC. If I have a picture I can build it. You can take a few measurements of things that have a standard height, such as doors, and estimate the rest of the measurements from there. That was my plan until I walked in to HobbyTown USA one afternoon and found the kit on a $5 table of miscellaneous kits that the manager didn't want to inventory anymore. I bought the kit and used the walls as a set of plans and scratchbuilt the building. This allowed me to make a couple of small changes and come up with a structure that was unique to my layout. The kit will be passed on to my nephews who are starting to get old enough to have a good starter kit. That kit has been some of the best $5 I've spent in this hobby.

I ran into a similar situation on a business trip. There was a kit at a local train shop that I had been looking at off and on for some time. The buildings had a good look and the arrangement of them would be interesting to see on the layout. The problem is while the buildings looked great the detail parts that came with the kit were terrible. On a business trip I found this kit on a sale table in a train shop in Atlanta and it made the flight home with me. It will go through the same process and my nephews will end up with another new building for their pike.

The same thing applies to rolling stock. IHC makes their 'Old Time Series' of cars. Most of these aren't suitable for what we want to do but I found a real winner in their tank car kit. This lump of coal turned into a real diamond once a little work was done to it. As it starts out the car really isn't prototypical. It has solid walks all the way around it. Instead of bolsters, the trucks attach to a large peg. It's the tank itself that really makes this a deal. If you take a razor saw to the peg/bolster and the walks this leaves you with a small tank that, with a little sanding, can be mounted on a flat car. I was so pleased with it that after I built the first one using that tank and a Rail Line HOn3 flat car I went on a search for more tanks. I found the IHC ad in Railroad Model Craftsman and they had them on sale for $3 each. The lady who took my order thought it was a prank call when I wanted 3 dozen and didn't care about the road name.

Never overlook the old kits on the bargain table. You might find a gem yourself. Even if only part of a kit is usable it might be worth a couple of dollars to create something that won't be seen on anybody else's layout.

Until next time...keep the boiler full, the fires hot and the wheels on the rails.

FROM THE PAST (Winter 1981)

by Jim Long, MMR LSR Historian

Houston's San Jacinto Model Railroad Club again sponsored weekend showings of several model railroads in our area during National Model Railroad Month. Club Secretary Cecil Stewart coordinated the schedule to have one or more railroads available for public showing each weekend throughout the month of November.

The Texas Short Lines is a loose-knit organization of 10 modelers (Woodie C. Green, Larry Allen, Harry Johnson John Allen, Ray Weyandt, Jerry Fleming, Clayton Rawlins, Bob Thomson, Jim Henderson, and Dennis Squire) in the Dallas area whose purpose is to help each other in the construction and operation of each members pike.

The current project for the TSL is an On2 Scale module based upon East Texas – Louisiana sugar cane operations. The projected layout will depict a junction between the East Texas & Bayeux Junction and Texas & New Orleans railroads. The ET&BJ will be a common carrier 2 foot gauge line which services a co-op sugar mill at the junction,

The Texas Short Lines expect to have the ET&BJ in operation for the 1981 LSR Convention in Dallas.

Hobby Shop Corner

By Carl Lester, Owner Lester's Boxcar Works

The "NEW" HO, HON3, O, ON30, and N scale models listed below have been released or are due to be released soon. Check your local hobby shop or model train store to get a look at these outstanding models.

KADEE: http://www.kadee.com
40' PS-1 box cars, new road names.

LIFE-LIKE PROTO 1000, 2000, HERITAGE LOCOMOTIVE: http://www.walthers.com/ Life-Like trains are no more. You must look in the Walthers catalog to find the new releases of the PROTO 1000, 2000, and HERITAGE SERIES OF LOCOMOTVES.

STEWART: http://www.bowser-trains.com
Stewart Locomotives has been purchased by Bowser Mfg. Bowser will continue to manufacture the Stewart line of model railroad items.

***A*TLAS:** HO Scale: http://www.atlasrr.com/

ATLAS: N SCALE: http://www.atlasrr.com/
Check the Atlas web site for locomotives and rolling stock release dates:

INTERMOUNTAIN RAILWAY COMPANY:
http://www.intermountain-railway.com/
InterMountain has announced the release of the new FP7 locomotive with sound and decoder in the March, April time frame, the following road names L&M, UP, SOU, MIL RD, Cotton Belt and SP will be available.

MICROTRAINS: http://www.micro-trains.com/
N SCALE: Numerous A/B sets and Rolling stock with numerous road names are available.

ATTENTION NARROW GAUGERS!!
Check out the web site for the HON3 RTR rolling stock that Micro Trains will be releasing in the near future.

BROADWAY LIMITTED:
http://www.broadway-limited.com/
Check the BWL web site for the new release dates for their locomotives. Most of the released dates have been pushed back into 2006.
The RSD15 ATSF Zebra stripes have arrived and they are excellent. I operated a Cotton Belt RSD on my layout this week end and the sound was great. It sounded like the locos engine was about to drop a rod and a cylinder, just like an ALCO.

WOODLAND SCENICS:
Woodland Scenic Accents has released some new "O" scale figures. These should make the O, ON3 and the ON3O modelers happy, they are excellent…..

There are too many "new" models to list them all, so a trip to your local "train store" or favorite "hobby shop" should be on your list of important things to do. Take a friend with you to the hobby shop, young or old, the trip could produce a new model railroader with whom you can share this great hobby. So long for now, until next time have a great fall and "Keep on Training".

Contest Corner

By Chuck Lind, MMR

This year in San Antonio will be the first year the contest will be judged using the NMRA point system. The biggest change is the reduction of points for Scratchbuilding and Detail and the increase in points for Conformity. What is Conformity? Ask 5 NMRA members and you will most likely get 5 different answers. Conformity deals with achieving prototypical appearance or following prototype practice in construction and application of parts. Or if the model was built full size would it do the intended job? The key to conformity is whether or not the model is logical. Adding "conforms to prototype practices" is not enough if you want to get the maximum number of points in the category. You need back up material in the form of plans, drawings and/or photographs. This additional material is what the judges need to see that the model "conforms" to the prototype.

What if you are a freelance modeler like myself? Buildings may vary in style from the east coast to the west but all are built basically the same whether they are stick built or timber frame construction. If it is a freelance building you need to show photos or plans that back up your construction. Since it is a freelance building they won't show the exact building BUT just show that the construction is feasible. Photos of framing, dormer, window and door construction show how it was done and that it works. They don't need to be all of the same building, maybe you used one type of framing but different door or window detail.

The same goes for rolling stock. A flat car built in the 1900-1920 time period has many of the same basic items be it standard or narrow gauge. They all have a basic frame which may vary from one road to the next, but they will all have side and end sills and some sort of center beam along with truss rods and queenpost. The size of the wood and the number or truss rods give the car its carrying capacity. I have used a variety of narrow gauge car plans to build some of my rolling stock, taking frame details from the West Side and brake rigging details from the Mich Cal. As long as you point this out and have your backup plans/photos you should get the maximum number of points.

Another area of confusion in the contest room is what is the difference between a structure and a diorama? Some have said adding figures or other details but it varies. I have discussed this with my judges and looked at the national guideline this is how we will be doing it. If the scenery extends past the roof drip edge of a building then it is a diorama. This allows you to detail around the building and add some weeds but if they extend out past the drip edge it will be entered as a diorama. The diorama allows you to do almost anything to the building and add details and trees to give the overall effect. A structure is just that, a structure. In the past some have asked that we only judge the structure but this gives an unfair advantave to the person who has detailed the entire area, your eye takes everything in.

If you have questions on the contest please contact me before the convention and I will try and guide you on your project and the paperwork.

Cowcatcher Division 1

by Chris Atkins

It has been a busy three months since my last report. In November, we had our quarterly meeting at the LMRA. Stan Pirzchalski gave an excellent presentation on his trip to the Mexican Narrow Gauge convention. From his slides and description, I think a golden spike fiesta is something we should all adopt in the Cowcatcher Division. We also discussed the possibility of a division sponsored operating session. Anyone interested in participating should email me at chris@railroadmodelers.com or call me at 214-222-1285. The last bit of business dealt with the division's obligations to the Ft. Worth and Plano Train shows.

Some of you may remember that the division is a member of the North Texas Council of Railroad Clubs, or just Council. This is the group that promotes the hobby in the DFW area by putting on the November Ft. Worth train show and the January Dallas Area Train show. As members, the division commits to performing 15 hours of work needed to put the shows on. In the past, Bob Bray, Jim Howard and others at the LMRA club worked many hours above and beyond their club's requirement organizing all of the work done at the shows. The extra hours were generously given to Division 1.

With Bob's retirement from the Council, the job of organizing the work went to another Council member, leaving the Cowcatcher Division looking for work to meet our commitment. Instead of this, I picked up hours manning the information cell phone during the shows and made five hundred name badges on my computer then stuffed them into plastic envelopes. I filled in the needed time acting as Assistant Show manager for a few hours at the Ft. Worth show.

The show in November had about the same attendance as in 2004, according to Council treasurer, Terry Bork. The LSR table was graciously manned by Jim Howard, Denny Bullard and Tim Blackwell. Headquarters sent me a box of information about the NMRA and a stack of Scalerails that we handed out to interested attendees.

Another obligation of the division was putting on two clinics at each show. At the Ft worth show I presented a clinic on my prototype the Camas Prairie Railroad similar to the one I gave at the quarterly meeting in August. However, that one was essentially a slide show so this time I tried to include some information on which modeled to use to recreate pieces of the railroad in HO.

No one else from the division stepped up to give a clinic, so I recruited a friend from Euless, Donovan Furin, to give a clinic on weathering freight cars with oil paints. This was a very good clinic and was well attended. Donovan has an art background and it shows in his beautifully weathered rolling stock. Some might know Donovan from the internet Yahoo groups where he uses the moniker "Donovan in Dallas."

The next quarterly meeting will be held Saturday February 18 at 10 AM in room 1 of the LMRA Administration Building. Cecil Lasiter will be doing a presentation on tank cars. I'm encouraging everyone to bring a favorite tank car model for a show and tell. Hope to see you then.

Bayou Division 2

by Jack Green

As I reflect on the year just past, the events of 2005 leave me with but one thought, how grateful I am to have survived the catastrophes that overwhelmed our state in August and September. The good news is that we did not lose a single club layout in the storms. The bad news is, many of the LSR Members lost everything, their homes, their businesses their hobbies and most of their roots and memories. Many citizens of the railroad community are in limbo as to their future, where to move, where to go to work, where is our church, our neighborhood grocery, gas station and on and on with un-answered and impossible questions.

Baton Rouge was spared the major onslaught resulting in power outages and uprooted trees. Covington and the North Shore were similar in damage in that area. Then, as one moves further east, it becomes worst. A number of members and non-members live in the Slidell and surrounding vicinity. That was bad. Kenner, where the Crescent City Model Railroad Club is located, came out with major wind damage, and some flooding. The Club made it through with minimum damage. Lake Charles Club survived on the second floor but some of the membership received major damage to their homes.

I volunteered for 2 weeks at the Red Cross Headquarters here in Baton Rouge and had the privilege of supervising the Courier Section of 65 people and some 30 vehicles. That was an experience from hell. No one was prepared for the magnitude of this disaster. Many had planned but not prepared. I loaned my 5th Wheel camper to some displaced people from Slidell.

Many of the clubs have resumed operations and a Louisiana Rail Run is being planned for the spring. Gary McMills has assumed the duties of the Nominating Chairman and is busy at work preparing for the upcoming election. Gary is an active member of the Midsouth Club. Art Houston, Dave Abramson and Marvin Akermann continue to plan for their next Modular display in 2006. The Crescent City Club conducted their annual Christmas show, Katrina or no Katrina. It was a success by anyone's standards.

The following from Jay Mellon of the Crescent City "S" Gaugers: *A while back I was scanning a recent issue of NMRA mag and I saw the President was interested in what had happened to Gulf Coast NMRA members, so I thought I would send you a summary of what happened to our club members.*

I am fairly certain you are familiar with this specific storm and its effects on New Orleans and the Mississippi Gulf Coast,

Continued on next page

so I won't elaborate here. Needless to say, all members of the club evacuated and are physically fine. Some of us have moved to different locations in the South due to work requirements. For example, Allen Evans is currently stationed in Memphis, TN. I am currently stationed in Stoneville, MS. My work location took some serious damage from the storm and probably will not be open again for at least a year. Several members returned to the New Orleans metro area fairly soon.

Most members homes and train collections survived the storm in good shape. The same can not be said for my house or trains that remained behind. However, all is not lost. I evacuated some of my favorite pieces of motive power with me, so they are fine. I am currently trying to salvage as much of my hobby equipment as possible. It looks like quite a bit of my rolling stock can be saved, but the salvage of engines that remained behind will be more problematic. Several folks have offered to help me bring them back (if possible). Wherever I have gone during this traumatic period (MS and AR), people have been sympathetic and treated us very well. We are currently starting to rebuild the pieces of our modular display layout that were badly damaged by the storm. I think we can be back doing shows within a year or so. Ironically, that last show we did (GAWTS) the week before the storm was one of our best.

I think you probably have some knowledge of the Crescent City HO club, since you know several members. How did the layout on Lester St. fare from "Katrina"? Hopefully, it came through O.K. The "Garden Train" layout in City Park got about 3.5 ft. of water (brackish) from the levee breaks, so some serious rebuilding will be required. Hope all is going well for you in Baton Rouge (if you can stand the traffic).

North East Texas Division 3

by Duane Richardson

Our monthly meetings are continuing and we are hoping that attendance will pick back up again now that we are past the holidays. We've had some really good clinics given over the last couple of months. Tom Browning continues to contribute to Division 3 by giving a clinic over the Author section of the AP. Our President, Jerry Schoenberg, gave a great clinic on tuning freight cars for operations. We are always looking for clinicians so if you have something that you would like to teach the rest of us, please let me know. We are meeting on the 3rd Saturday of each month at the Library from 10:00 AM to 1:00 PM. See the Division 3 web page for a map and directions. http://www.lonestarregion.com/div_3/index.htm Please come down and take part of your Division. Bring a friend!

We have begun the planning for the Division 3 Mini-Met to be held April 1st at the Episcopal School of the Good Sheppard - Kincaid Pavilion. This is the same location where we have held the convention the last few years. The church is on the corner of Midway Rd and Northaven Rd in Dallas and the Pavilion is around the back off of Northaven. We will have vendor tables, clinics, modular layout displays, model contest and more. The show will run from 9:00 AM to 2:00 PM. Model entries for the contest will be accepted until Noon. Clinics will start at 10:00 AM. This has been a fun show in the past and I hope that you can all drop by. Look on the Division 3 web page for more details as the become available.

We are all looking forward to our annual convention. For those you who haven't been, this is a chance to see some fantastic layouts, great clinics and see one of the best contest rooms around. Make room on your calendar for the first few days in June and join us in San Antonio.

Division 3 member Bob Brendle has generously offered a Youth Scholarship to be made available to attend the LSR Convention this year. Details on the scholarship are on the home page of the LSR website. Please take a moment to think of a kid who might like to attend and fill out the form on the website. Bob is accepting nominations now. I would personally like to thank Bob for making this available.

I hope to see you all at the next meeting.

Cen-Tex Division 4

by Bob Alson, Jr.

Greetings again! It's hard to believe that Christmas time is over and we are starting a new year. That only means that things are warming up in the world of model trains. One such warming trend happened the first weekend in Jan. in Houston. Yep, the World's Greatest Hobby Train Show. The admission was a bit pricey, but the show lived up to the cost of admission. There were tons of vendors as well as manufacturers, all showing off their latest and greatest wares. Many of the makers were hawking their newest cars and locomotives, most of which had the rumblings and honkings of the real deal. These new sound locomotives were incredible. I nearly had to buy the one that I left in a puddle of saliva. Fortunately they are water-resistant when not connected to the track or electricity, It was like a kid in a toy store- no wonder, that was a toy store! The show had a huge number of layouts too. Our north Louisiana division director, **Don Kimmel**, was seen playing with trains on the Ark-La-Tex Club's layout. From the looks of things *everyone* had a fantastic time.

Another fantastic time will be had by all at this year's LSR convention in San Antonio. **Gary Maitland, Doyle Bond and committee** are doing a great job of insuring a good time will be had. They send me the weekly updates, as well as their planning minutes and from the information contained in these sources, you **will** miss a big time if you miss this. So mark your calendars for June 1-4 for the LSR annual convention. Oh, and by the way, it will be in San Antonio and not in Austin as the NMRA calendar shows. Although, Gary and I discussed the possibility of starting it in Round Rock on Wed. evening and then moving it to SA from Thurs. through Sun. We both concluded this would be too confusing——so just come to San Antonio in 2006 and Round Rock in 2007.

While on conventions- Div. 4, the Cen-Tex division is hosting the LSR in Round Rock in June 2007. Planning is underway for the ***HILL COUNTRY SPECIAL*** and we still need your help. Our next planning meeting will be on Feb. 25th at the home of Jack Merkel. Contact me at drtrainrba@direcway.com to get directions to Jack's so that we can add your personal coloring into the convention. Some of the ideas we are working on are an expanded Non-rail area, a possible charter trip on the Hill Country Flyer/Austin Steamtrain ,and a female railroad writer who tells stories of her grandfather's experiences on the Denver, South Park and Pacific narrow gauge railroad to be our banquet speaker. These are just a few of the exciting activities that await you on the ***HILL COUNTRY SPECIAL.*** I'm looking forward to having you aboard for the convention and for the preparation and planning.

It's cool and windy outside today, so that is the perfect prescription for a fun day working on the railroad. Better go upstairs, I hear a ground throw or two calling out my name.

Division 5

by Dave Lamberts

No report received

Division 6

by Doyle Bond, MMR

SAMRA has been very busy. Planning for the LSR Convention in June, planning for the annual Jamboree that was held on January 28th and 29th, and planning on hosting the LSR mid-year board meeting which was held on January 21st.

SAMRA provided some tables for a model contest; results will be in the next issue.

The New Braunfels Jamboree will be held April 15th and I will have tables to have a model contest. I am looking forward to have several entries; the more the merrier.

Bryan Weidner's New Braunfels Summer Model Train Show also has set aside some tables for a model contest. Last year Bryan's fler omitted the fact that there would be a model contest, so he made up for that by doubling the size of the print on this years fliers. The type size is the second largest on the flier.

I hope to see many of you at the LSR convention in June in San Antonio. To my mind the LSR convention, any year, is the best value around. I just received my issue of Scale Rails which has all the NMRA convention information, and it proves my point. The Main Registrant pays $150 and for LSR it is $69 through April 14th. The Banquet is $65 for the NMRA and $0 for the LSR. The LSR registration also includes Sunday Breakfast. The lowest hotel room for the NMRA is $124, plus tax and the LSR is $99, plus tax. I believe I made my point clear, see you in June in San Antonio!

That's all for now, I gotta go play with my trains, Doyle.

Division 7

by Don Kimmell

Happy Holidays to everyone. I hope that the Man in Red brought all sorts of wanted train stuff; I know he did for me.

The T&P Depot Train Show in November was a success according to Ms. Mary Hendricks the show coordinator. For a first year show, there was a good amount of traffic, a fair number of Vendors and three operating layouts. Attendance was a bit low, but they made some money for the Depot Foundation, and plan on doing it again next year-2006.

The Ark-La-Tex crew was busy as usual during the holiday season. We spent 18 days at the Shiners' Hospital for Children, operating 8:00am to 5:00pm each day bringing some joy to the little ones, and breaking in some new equipment to boot. An "operating Session" that long does allow some for much needed TLC, repair and some further detailing. We then went on down to Houston, January 7 & 8 for the "Worlds Greatest Hobby" show. WOW, is all I can say, that is what a train show should be! We were one of 11 operating layouts, viewed by over 30,000 people (yes, thirty thousand+). It was wall to wall trains, with most of the remaining space taken up with train fans. By the way, I would say the over half were under 13 years old! The staff of Randy Bachaman was great, they ran a very good show, and it reminded us of a "National". I saw a number of LSR members there, both operating and shopping. A couple more and we could have had our "MID-Year Board Meeting"!! The only down side was I couldn't get to do much shopping! If you have the chance to attend one of these shows, PLEASE do, it is very much worth it!

The KCS's Holiday Express was another success, while attendance was down; they also cut down on the number of cities and towns visited (mainly up north). I will be doing another "Elf Story".

I have been hearing great reports about the layout the folks "down south" in Alex built in the Children's' Museum. They are a good number of visitors who all are enjoying seeing the trains run.

Do not forget the upcoming Longview Show. I saw Homer at the Marshal show and he if busily putting the final touches in place, so I hope to see you there!

Texas Gulf Division 8

by Jim Long, MMR

Division 8 is showing signs of life again. Our previous President resigned in December and the Vice-President, Bob Leeper, assumed the position of President and immediately called a meeting of the Board of Trustees. At this meeting a new Vice-President was elected (me), and a couple of activities planned for the spring.

A copy of the Waybill (the Division's News Letter) is to be mailed to the entire membership in January.

It was decided not to collect dues this year because those who paid dues last year received nothing for their money and to give the Division time to rewrite its Constitution to agree with the NMRA structure.

Secretary/Treasurer's Report

by Elbert Smith

Change of Report Category

Since the Long-Range Plan went into effect on September 1, 2005, all NMRA members automatically are members of their home area's regional organization with no additional dues required. Any NMRA member that wants to receive *The Marker Lamp* will pay an additional subscription cost of $6.00 per year. Therefore, the financial reports no longer will list those $6.00 payments as LSR dues income, but will list them as subscription income.

LSR Financial Condition:

For the period of Oct. 1 through Dec. 31, 2005:

Beginning Total Gen. Fund		$3,445.66
Beginning Div. 1 Sub-Account		$ 543.77
Beginning LSR Gen. Fund Balance		$2,901.89
Total LSR Net Worth – All Accounts		$39,408.01
Income – Gen. Fund		
Adjustment (Bank Error)	$ 0.02	
Ad, Dealer	20.00	
Ad, Pike	104.00	
Cars, Patches & Decal Sales	96.00	
Subscription Income	774.00	
Vanguard (CD Fund)	144.22	
Vanguard (Convention Fund)	89.98	
Vanguard (Life Fund)	88.80	
Subtotal	$1,317.02	
Disbursements – Gen. Fund		
Cars - Shipping	$ 16.00	
Copies & Envelopes	20.65	
Dues Overpayment	8.00	
Funeral Flowers	236.20	
Marker Lamp Print & Mail	767.03	
Postage	46.35	
Subtotal	$1,094.23	
Ending Total Gen. Fund		**$3,668.45**
Ending Div. 1Sub-Account		**$543.77**
Ending LSR Gen. Fund Balance		**$3,124.68**
Total LSR Net Worth – All Accounts		**$39,630.80**

CALL FOR CANDIDATES

Volunteering for jobs in the Lone Star Region can be a very fulfilling endeavor. It is a great opportunity to meet and get to know others in the hobby, to pay back to the hobby that has provided us so much in our past, to provide progress in the NMRA Achievement Program and to have a part in aiming our efforts toward meaningful LSR objectives.

The LSR will need to fill the following positions for 2006: Three (3) At-Large Directors from any three Division areas plus Directors from Divisions 2,4,6, and 8. Requirements to run: LSR membership for one year prior to taking office and attendance at future Board of Directors' meetings or proxy.

Nominations must be received no later than March 1, 2006. Bio information sheets are available on the LSR website or by mail from Gary McMills, Chairman, LSR Nominating Committee, 649 Broadmoor Ave, Baton Rouge, LA 70815-4016, Phone 225-930-0387, e-mail: sanafe@tixnet.net.

Youth Scholarship Expanded

By Tom Browning, Youth Chair

Our LSR website has a temporary change. The 2006 LSR Convention Youth Scholarship has been expanded from Division 3 only to the entire LSR region. Please visit the website at http://www.lonestarregion.com for details and to place your nomination. Let's all thank Mr. Bob Brendle of Dallas for his generosity.

Company Store

Cars that are available:

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Waco Austin & Bryan	$7.00		$10.00
Anniversary Car 1951	$10.00	per set	$42.50
Anniversary Cars 2001	OUT	per set	$42.50
ITC	$10.00	per set	$42.50
John Lott	Out		$16.00
Quin Lines	$14.00		

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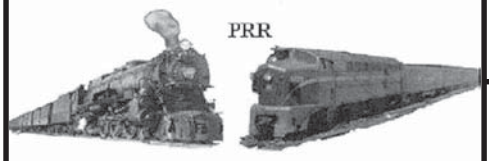
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